



Wildwood Farm CLIPS & CLOPS

Oak Harbor

April 2025

YOUR NEIGH-BORHOOD HULLABALOO

CREATED & EDITED BY HEATHER CARDER

The Great Horse Manure Crisis of 1894

By Stephen Davies

We commonly read or hear reports to the effect that “If trend X continues, the result will be disaster.” The subject can be almost anything, but the pattern of these stories is identical. These reports take a current trend and extrapolate it into the future as the basis for their gloomy prognostications. The conclusion is, to quote a character from a famous British sitcom, “We’re doomed, I tell you. We’re doomed!” Unless, that is, we mend our ways according to the author’s prescription. This almost invariably involves restrictions on personal liberty.

These prophets of doom rely on one thing—that their audience will not check the record of such predictions. In fact, the history of prophecy is one of failure and oversight. Many predictions (usually of doom) have not come to

pass, while other things have happened that nobody foresaw. Even brief research will turn up numerous examples of both, such as the many predictions in the 1930s—about a decade before the baby boom began—that the populations of most Western countries were about to enter a terminal decline. In other cases, people have made predictions that have turned out to be laughably overmodest, such as the nineteenth-century editor’s much-ridiculed forecast that by 1950 every town in America would have a telephone, or Bill Gates’s remark a few years ago that 64 kilobytes of memory is enough for anyone.

The fundamental problem with most predictions of this kind, and particularly the gloomy ones, is that they make a critical, false assumption: that things will go on as they are. This assumption in turn comes from overlooking one of the basic insights of economics: that people respond to incentives. In a system of free exchange, people receive all kinds of signals that lead

them to solve problems. The prophets of doom come to their despondent conclusions because in their world, nobody has any kind of creativity or independence of thought—except for themselves of course.

A classic example of this is a problem that was getting steadily worse about a hundred years ago, so much so that it drove most observers to despair. This was the great horse-manure crisis.

Nineteenth-century cities depended on thousands of horses for their daily functioning. All transport, whether of goods or people, was drawn by horses. London in 1900 had 11,000 cabs, all horse-powered. There were also several thousand buses, each of which required 12 horses per day, a total of more than 50,000 horses. In addition, there were countless carts, drays, and wains, all working constantly to deliver the goods needed by the rapidly growing population of what was then the largest city in the world. Similar

Continued on page 11.

WHAT'S TRENDING NOW

EngagedRider Resistance Bands By EQUISK

Take your riding to the next level with the EngagedRider Resistance Bands. These high-quality, adjustable and washable resistance bands come as a pair and are designed to be worn while riding, from right heel to left shoulder, and from left heel to right shoulder.

How Do They Work

Resistance bands are being increasingly used by riding coaches, especially biomechanics coaches or those with physiotherapy backgrounds, as we understand how important they are in helping riders engage the correct muscle chains.

You will immediately feel an increased awareness of your asymmetries and weaker muscle groups while wearing the bands. After even 10 - 15 minutes of riding in the bands, most riders report feeling increased muscle fatigue as a result of consistently engaging the correct muscles. You can start wearing them for longer periods as you become stronger.



Long-term, they will help you to be a straighter, more stable rider. Your position will improve and become more effective. Advanced riders may use them especially to correct crookedness in lateral movements, flying changes and even piaffe/passage.

Riders of all levels will find them helpful in noticing and addressing differences between riding on the left rein and the right rein at all paces.

The bands are fully adjustable and suit riders of all shapes, sizes and fitness, from junior riders to adult amateurs and professionals alike.

Covered by our Training Difference Guarantee - try them obligation-free, and we will fully refund your order if they don't make a positive difference to your riding!

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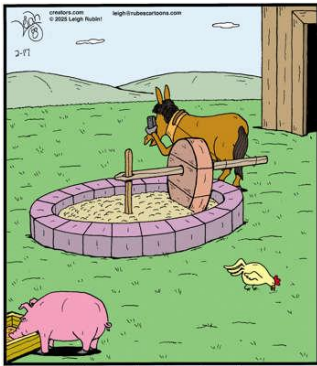
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New Items for April





"Oh, you know, not much ... just the usual milling around."

Today I am grateful you can't buy a horse on amazon with prime delivery



Patterson Ranch

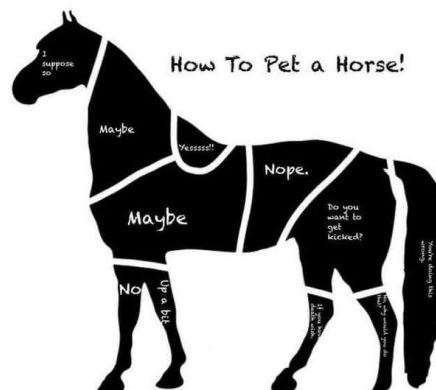
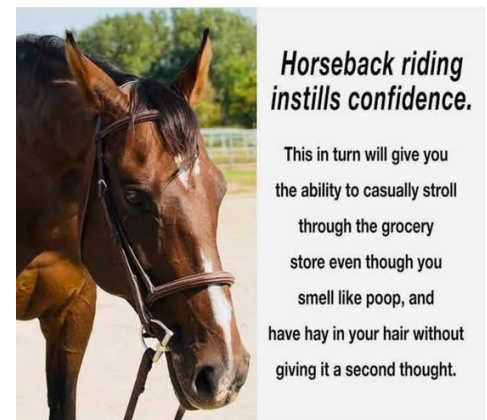


Explaining different riding disciplines to non-horse people

- Jumpers:** Gotta go fast and jump ridiculously high
- Hunters:** Gotta go fast but not jump as high
- Equitation:** The skinniest rider wins
- Dressage:** Horses must do pilates and ballet
- Eventing:** A triathlon for the insane
- Barrel racing:** Which horse tilts the most without falling down
- Reining:** The art of spinning really fast
- Trail riding:** A test to see how bombproof a horse really is
- Western pleasure:** Mostly glitter
- Liberty:** Every girl on Instagram who has a "bond" with her horse



Got my budget all figured out



WILDWOOD FARM B&B



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A Doula realized...

It's hard to beat a person who never gives up.

Immerse yourself in the equestrian world at Wildwood Farm B&B located on beautiful Whidbey Island.

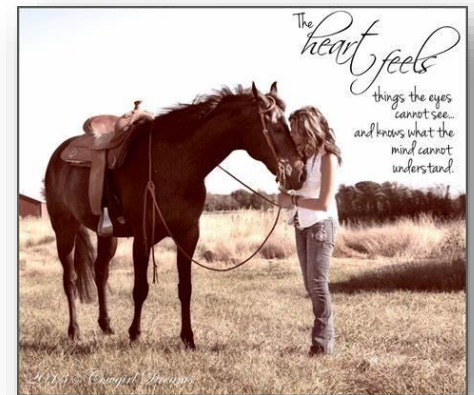
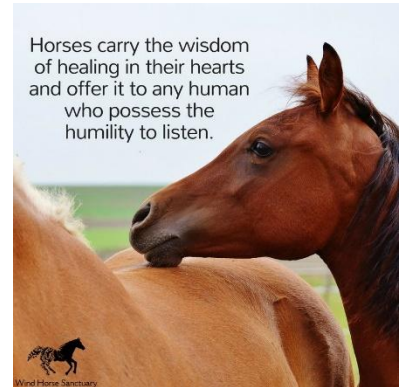
Our ranch has a long history of igniting the spark between horses and humans, whether you want a small introduction or total immersion.

Come experience the power of possibility with these magnificent creatures and explore the abundance of silent repose.

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Oklahoma Quarter Horse Tests Positive for EIA

Edited Press Release April 1, 2025

On March 6, a 5-year-old Quarter Horse mare used for barrel racing in Carter County, Oklahoma, tested positive for equine infectious anemia (EIA). The horse was not displaying clinical signs and was found positive on a routine annual Coggins test. She was euthanized. The mare lived at a training facility, where 70 horses were potentially exposed. So far, 40 of the 70 horses have tested negative on their first test, with results pending for the others. A second test will be performed on May 10 before the exposed horses are released from quarantine.

6 Strangles Cases Confirmed in New York Boarding Facility

Edited Press Release March 31, 2025

Six horses at a boarding facility in Erie County, New York, recently tested positive for strangles. One additional case is suspected, and 27 horses are exposed. The affected horses are under official quarantine.

Florida Gelding Contracts Rabies

Edited Press Release March 31, 2025

On March 26, a 6-year-old Quarter Horse gelding in Miami-Dade County, Florida, was confirmed positive for rabies. The horse was unvaccinated and died. This is Florida's first confirmed case of rabies in livestock in 2025.

2 Mustang Weanlings Test Positive for Strangles and EHV-4

Edited Press Release March 27, 2025

A group of 20 Mustang weanlings recently shipped from a feedlot in Arizona and were delivered to homes in Michigan, Virginia, Arkansas, and Pennsylvania. The weanlings arrived with fevers, profuse nasal discharge, and lymphadenopathy. One weanling from the group has died since arriving. On March 26, two weanlings in Warren County, Virginia, tested positive on PCR for strangles and equine herpesvirus-4 (EHV-4). These two weanlings are being quarantined on a private farm.

EHV-1 Case Confirmed at Montana Boarding Facility

Edited Press Release March 24, 2025

On March 14, a 22-year-old Appaloosa mare at a boarding facility in Gallatin County, Montana, was confirmed positive for equine herpesvirus-1 (EHV-1). The mare developed clinical signs on March 10, including urine retention, bladder atony, and hindlimb ataxia. She was euthanized. Seventeen exposed horses at the facility are now under quarantine. No horses had traveled on or off the property within two weeks of the horse developing clinical signs. The state veterinarian reports that the risk to the general horse population in Gallatin County is relatively low.

California Pony Euthanized After Contracting EHM

Edited Press Release March 21, 2025

On March 19, a 16-year-old pony mare in Santa Barbara County, California, tested positive for equine herpesvirus myeloencephalopathy (EHM) secondary to equine herpesvirus-1 (EHV-1) infection. The mare had recently attended a show but did not show clinical signs until after the event ended. She was euthanized due to the severity of her symptoms. 41 potentially exposed horses on the pony's home premises have been quarantined by the California Department of Food and Agriculture.

Nutrition Corner

Alfalfa: Hay or Pellets?

Q: I feed my ulcer-prone horse alfalfa before riding, because I've heard the calcium in alfalfa works like a big Tums antacid. I was recently told that alfalfa pellets don't work and that I should use alfalfa hay or chop instead, because the alfalfa needs to create a "hay mat" in the stomach to keep acid from splashing up into a horse's esophagus. Is it true that I need to feed alfalfa hay or chop instead of pellets?

A: You are correct. Alfalfa is typically high in calcium, which researchers have shown reduces stomach acidity due to its buffering capacity. The question therefore becomes, does it matter what form the alfalfa is in? Long-stem hay requires a good amount of chewing before being swallowed, and chewing results in saliva. Equine saliva contains a good amount of sodium bicarbonate, which will also buffer stomach acid. Pellets take less chewing so result in less saliva and lower buffering from the bicarbonate. So long-stem hay would be preferable from that perspective. But what about the fiber mat? The equine stomach is not completely full of acid. Large feed particles float

on top of the acid, helping prevent it from splashing into the upper portion of the stomach where most ulcers occur. Pellets have a much smaller particle size than long-stem fiber, so alfalfa hay is more likely to make a better mat than pellets. Keep in mind that any forage in hay form—not just alfalfa—will form a good mat and cause saliva production. So, if your horse has eaten hay within the few hours prior to your ride, he likely already has a good mat. The calcium in pellets might buffer more quickly than hay due to the smaller particle size, but the smaller particles might also cause the calcium to move out of the stomach faster than larger particles would.

So, the question becomes: Which is more important, the hay mat or the buffering? Alfalfa's ability to help reduce ulcers, and in which form you should use it, depends on a combination of complex interactions. What we do know is that giving some form of alfalfa before riding a horse with an empty stomach will likely have a positive impact and could reduce your horse's risk of developing gastric ulcers.

WILDWOOD FARM AND TRIPLE CROWN FEEDS.

Our partnership with Triple Crown began in 2014 through a promotion with the USEF encouraging farm members to compare their current feeding programs with Triple Crown products. We have found the TC products to be superior to other products primarily because of the EquiMix technology and the research support of a leading-edge team including independent representatives of Equine Universities, Medical clinics and top-level riders and trainers

Meet Zeuss MacGregor

The might and powerful Zeuss found his way to Wildwood Farm in the spring of 2003. He came from a wild herd that was selectively bred in Idaho; the herd consisted of Percheron, Spanish Barb and Irish Draft horses.

Every year the owner would cull select animals from his herd and make them available for sale. These horses were not previously handled by people so only experienced horsemen usually bought them. They proved to be resilient and intelligent and once trained became very good horses for all kinds of sports – from dressage and jumping to team penning and endurance.

Zeuss was a beautiful dapple-grey gelding that stood about 14.3 and weighed about 1200 lbs. He had a thick neck and dense legs with feathers, Romanesque head and short, strong back. He also had a huge scar on his left shoulder that he got when his father separated him from the herd. He was 5 years old when we purchased him at a horse sale in Oregon where he was brought with 5 of his herd-mates or siblings, hard to tell when there was really little record-keeping.



Zeuss was a challenge to work with because he was extremely sensitive and took a long time to process instruction. He hated wearing saddles but did not mind being ridden bareback. He had stunning gaits that would have placed him well as a dressage horse, but he was never going to be a horse that was fully domesticated to a point where he could go to competitions and live a pampered horse lifestyle. He had a fighter personality and when he did not understand or agree with something, he was a real hellcat as a default.

We had Zeuss for 9 months before we made the decision to find a different situation for him where he might be more relaxed; and that was a home in Texas on a cattle ranch. Those cowboys that came to pick him up loved him at first sight, and last we heard he was being used by the trail boss when they needed to set some steers straight – and the trail boss was a sassy lady named Samantha!

Can You Solve This?

$$\text{Horse} + \text{Horse} + \text{Horse} = 30$$

$$\text{Horse} + \text{Hoof} + \text{Hoof} = 18$$

$$\text{Hoof} - \text{Boot} = 2$$

$$\text{Boot} + \text{Horse} \times \text{Hoof} = ?$$



We celebrate these Birthdays in April!

PEOPLE

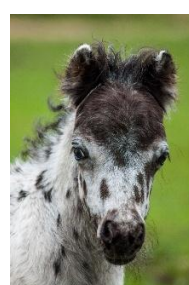
Nancy Arend April 2, Poncho April 14th

Lisa Boyer April 23rd

HORSES

Penny April 1, Charm April 6, Jackpot April 9, Charley April 14, Belle April 15th, Cali April 15th, Aurora April 21, Phoenix April 25, Cami April 26, Ronin April 26!

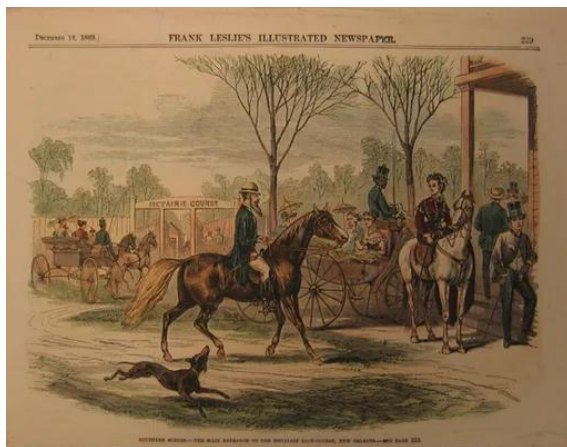
ADORABLE HORSE BABIES!



Metairie Cemetery

New Orleans, Louisiana

New Orleans' famous cemetery, located on the site of a former race track.



For more than two decades the Metairie Race Course was a horse racing institution in antebellum New Orleans, home to epic races that created and destroyed fortunes in a lap of the course.

However, after serving a stint as a Confederate Army camp site during the Civil War, the track went bust and the site was turned into the now-famous cemetery, keeping the original name (and contours) of the track.

Another story is that Charles T. Howard moved to New Orleans before the Civil War. He built a house on St. Charles Avenue and made sizable donations to charities, yet this was not enough to gain membership in the Metairie Jockey Club. He vowed to get revenge by turning it into a graveyard. Howard eventually bought the track and turned it into the cemetery that is still there today.

Today the cemetery is well known for its particularly lovely monumental architecture and funeral sculptures, dedicated to some of the city's noteworthy early heroes and notorious residents both.

The Army of Tennessee, Louisiana Division Monument by sculptor Alexander Doyle honors Confederate Soldiers of the Civil War, and features the equestrian statue of Albert Sidney Johnston astride his horse Fire-Eater. Johnson was killed at the Battle of Shiloh in 1862.

The beautiful mausoleum that once held the remains of Storyville madame Josie Arlington shows a young girl, cautiously approaching the door. Although no one knows for sure, it is thought that the figure represents a virginal caller being turned back from her brothel door. The lovely monument quickly became such an attraction at the cemetery that the family had Josie's remains moved elsewhere, and it now houses the remains of the Morales family.

Known for their distinctive above ground burials and particularly lovely monuments, New Orleans' historic cemeteries are worth exploring, including the Saint Louis Cemetery #1 (home to the tomb of "Voodoo Queen" Marie Laveau) and St. Louis Cemetery #2.

The Kathiawari Horse



The Kathiawari or Kathiawadi is an Indian breed of horse. It originates in the Kathiawar peninsula of Gujarat in western India, and is associated with the Kathi people of that area. It is closely related to the Marwari horses of Rajasthan; both breeds have been influenced by imported Arab horses. It is found in all colors except for black, and is most commonly chestnut. Today it is used for riding, in harness and for sports; it may be used as a police horse and for the sport of tent-pegging. A stud book is kept by the Kathiawari Horse Breeders' Association, which also organizes annual shows.

The horses were bred as a desert war horse for use over long distances, in rough terrain, and on minimal rations. They were wiry, sleek, agile and fast, and could carry an armed man for long periods. According to tradition, they were loyal and brave in battle, often defending their riders even when wounded themselves. Some noble families bred their own line or strain, twenty-eight or thirty-six of which still exist.

The average height is 14.2 hands and they have a concave facial profile, with a broad forehead and short muzzle. The neck and body are proportional and relatively short, while both the head and tail are carried high. Although well-proportioned, many Western breeders consider them to be lacking in bone in the legs. However, soundness is an inherent characteristic of the breed.

One of the breed's most distinctive features is its ears, which curve inward to touch and sometimes overlap at the tips. The Kathiawari has the most extremely curved ears of any breed of horse. At some points in the breed's history, breeders focused on the preservation of these curving ears, to the detriment of some other, more important, physical characteristics. Like many desert breeds, the Kathiawari can subsist on minimal rations and water and is more resistant to the heat than breeds developed in colder climates. As well as the usual gaits, the Kathiawari also performs a swift, lateral pace, called the *revaal*; It is a high-spirited, intelligent and affectionate horse.

Cont'd from page 1

Figures could be produced for any great city of the time.

The problem of course was that all these horses produced huge amounts of manure. A horse will on average produce between 15 and 35 pounds of manure per day. Consequently, the streets of nineteenth-century cities were covered by horse manure. This in turn attracted huge numbers of flies, and the dried and ground-up manure was blown everywhere. In New York in 1900, the population of 100,000 horses produced 2.5 million pounds of horse manure per day, which all had to be swept up and disposed of. (See Edwin G. Burrows and Mike Wallace, *Gotham: A History of New York City to 1898* [New York: Oxford University Press, 1999]).

In 1898 the first international urban-planning conference convened in New York. It was abandoned after three days, instead of the scheduled ten, because none of the delegates could see any solution to the growing crisis posed by urban horses and their output.

The problem did indeed seem intractable. The larger and richer that cities became, the more horses they needed to function. The more horses, the more manure. Writing in the *Times* of London in 1894, one writer estimated that in 50 years every street in London would be buried under nine feet of manure. Moreover, all these horses had to be stabled, which used up ever-larger areas of increasingly valuable land. And as the number of horses grew, ever-more land had to be devoted to producing hay to feed them (rather than producing food for people), and this had to be brought into cities and distributed—by horse-drawn vehicles. It seemed that urban civilization was doomed.

Crisis Vanished

Of course, urban civilization was not buried in manure. The great crisis vanished when millions of horses were replaced by motor vehicles. This was possible because of the ingenuity of inventors and entrepreneurs such as Gottlieb Daimler and Henry Ford, and a system that gave them the freedom to put their ideas into practice. Even more important, however, was the existence of the price mechanism. The problems described earlier meant that the price of horse-drawn transport rose steadily as the cost of feeding and housing horses increased. This created strong incentives for people to find alternatives.

We should draw two lessons from this. First, human beings, left to their own devices, will usually find solutions to problems, but only if they are allowed to; that is, if they have economic institutions, such as property rights and free exchange, that create the right incentives and give them the freedom to respond. If these are absent or are replaced by political mechanisms, problems will not be solved.

Second, the sheer difficulty of predicting the future, and in particular of foreseeing the outcome of human creativity, is yet another reason for rejecting the planning or controlling of people's choices. Above all, we should reject the currently fashionable "precautionary principle," which would forbid the use of any technology until proved absolutely harmless.

Left to themselves, our grandparents solved the great horse-manure problem. If things had been left to the urban planners, they would almost certainly have turned out worse.

In industrializing 19th-century cities like London and New York, horses played a key (and evolving) role in both transportation and pollution. By the 1860s, horsecars (horse-drawn streetcars on rails) had gained traction against more limited horse-drawn carriages.

Horsecars offered a smoother ride for passengers and required less work for horses, allowing two animals to pull a car with up to 20 people. Operating in two-horse, four-hour shifts, eight animals were needed per vehicle. Their popularity led to ever more manure littering city streets — a problem felt by cities around the world.

By the 1870s, New Yorkers were taking over 100 million horsecar trips per year and by 1880 there were at least 150,000 horses in the city. Some of these provided transportation for people while others served to move freight from trains into and around the growing metropolis. At a rate of 22 pounds per horse per day, equine manure added up to millions of pounds each day and over 100,000 tons per year (not to mention around 10 million gallons of urine).

WILDWOOD FARM Clips & Clops Newsletter

Per one observer at the time, the streets were “literally carpeted with a warm, brown matting . . . smelling to heaven.” So-called “crossing sweepers” would offer their services to pedestrians, clearing out paths for walking, but when it rained, the streets turned to muck. And when it was dry, wind whipped up the manure dust and choked the citizenry.

For a time, the economics of excrement as fertilizer helped keep streets clean, but as more supply stacked up the incentive to clear it started to dwindle and smelly piles began to build up in empty lots.

Horse refuse and the remains of dead horses littered the streets and provided a breeding ground for (by some estimates) billions of flies a day across the nation. These, in turn, spread diseases, elevating the problem from a nuisance to a public health crisis.

Pressures were felt outside of the city as well. Each horse needed over three tons of oats and hay per year, in turn requiring tens of millions of acres of rural land for their food supply.

Horses in cities were not a new problem. In ancient Rome, Julius Caesar banned horse-drawn carriages due to gridlock and pollution. In New York City, though, that seemed implausible — horses were just too essential for urban transportation and shipping.

In the late 1800s, the city hired drainage engineer George E. Waring Jr., who had worked on Central Park, to start cleaning things up. He pushed for new laws forcing owners to stable horses overnight (instead of leaving them in the streets) and mobilized crews to gather manure and horse corpses to be sold for fertilizer and glue, respectively. What they couldn't sell was transported and dumped instead.

And by the early 1900s, other factors were in motion — electric streetcars and internal combustion vehicles were gaining traction. Rising land pricing (for stables and farmland) coupled with higher food costs increasingly made these new options more economical, too.

But the rise of private cars was the final nail in the horse-drawn coffin. By 1912, cars outnumbered horses on the streets of NYC and by 1917 the last horsecar was put out of commission and the issue of horse droppings slowly disappeared into history.

Some cite this paradigm shift as an example of how technology will always provide new ways forward for seemingly intractable problems. But that understanding overlooks the fact that cleanup and cars were not truly solutions to the fundamental issue of urban pollution — they simply shifted the disposition and type of dangerous waste.

